

Doc. No. 32.

Cost, Revenue, and Expenditures of the Public Works of Pennsylvania.

READ—FEBRUARY 9, 1852.

ACCOUNTANT DEPARTMENT, }
Harrisburg, February 9, 1852. }

HON. JOHN H. WALKER,
Speaker of the Senate:

SIR:—In compliance with a resolution of the Senate, adopted on the 24th ultimo, calling upon the Auditor General and State Treasurer for a statement relative to the cost, revenue, and expenditures of the several lines or divisions of the public works of Pennsylvania, we have the honor to transmit herewith the required information, which will be found to comprehend a period from the commencement of our internal improvement system to the close of the last fiscal year. It may be proper to remark in explanation of the statement, that the *cost* of the works embraces everything in the way of construction proper, as well as all other items properly chargeable to that account. The *revenue* comprises the amount actually paid into the State Treasury, whilst the *expenditures* are made up of all disbursements (whether of an ordinary or extraordinary character) attendant or consequent upon the operation of the works. In short, it is believed that nothing has been omitted or erroneously included in the statement to render it other than a full, fair, and unreserved exposition. The revenue strictly belonging to a particular line cannot, of course, be ascertained, as tolls are paid at the end of one line through to the termination of another. No other mode, therefore, could be adopted than to apply the tolls to the several divisions, according to the offices at which they were received, the amount received at Northumberland being apportioned to the three lines terminating at that point. The course thus pursued, however, although it may affect the details somewhat as to the question of profit and loss, when applied to a particular line, cannot, in any manner, do so with regard to the aggregate of the lines. The *recapitulation* may, therefore, be taken as presenting a correct statement of that question when applied to the public works in general.

We are, with great respect, your obedient servants,

E. BANKS, *Auditor General.*

JNO. M. BICKEL, *State Treasurer.*

PUBLIC WORKS OF PENNSYLVANIA.

TABLES exhibiting the cost, revenue, and expenditures of the several lines of canals and railroads belonging to the Commonwealth from their origin to the end of the financial year 1851, and embracing all matters, general and special, pertaining to their operations.

COLUMBIA AND PHILADELPHIA RAILWAY.

Length, 82 miles.—Cost, \$4,791,548 91.

Years.	Revenue.	Expenditures.	Years.	Revenue.	Expenditures.
1833,	\$5,002 58		1843,	\$369,496 08	\$ 38,502 84
1834,	40,240 32		1844,	416,317 67	261,381 64
1835,	183,609 80	\$163,691 31	1845,	418,500 56	209,596 47
1836,	260,657 83	288,388 91	1846,	488,243 70	219,751 92
1837,	353,566 18	403,996 74	1847,	564,355 96	246,376 95
1838,	390,636 32	197,200 69	1848,	554,190 99	261,408 94
1839,	389,973 97	264,287 22	1849,	571,588 88	322,904 20
1840,	445,552 32	550,238 33	1850,	621,575 61	340,802 04
1841,	411,536 96	339,169 83	1851,	653,268 17	338,958 90
1842,	345,081 63	340,208 42			
				\$7,483,395 53	\$5 036,865 38
					68,193 01
					\$5,105,058 39

Damages by sparks from locomotives

EASTERN DIVISION OF CANAL.

Length, 45 miles.—Cost, \$1,737,236 97.

Years.	Revenue.	Expenditures.	Years.	Revenue.	Expenditures.
1830,	\$10,356 08	\$7,761 28	1841,	\$140,188 30	\$35,188 79
1831,	17,685 24	10,895 67	1842,	117,189 92	27,884 22
1832,	20,599 92	8,688 31	1843,	108,748 17	30,693 94
1833,	49,737 13	19,633 94	1844,	152,969 32	27,485 92
1834,	79,260 03	18,657 51	1845,	117,363 41	25,593 43
1835,	142,854 76	19,274 64	1846,	126,725 17	69,983 61
1836,	158,971 68	16,472 31	1847,	160,653 07	46,844 63
1837,	136,379 72	49,300 06	1848,	161,856 06	21,953 38
1838,	122,746 15	94,938 86	1849,	196,456 67	43,616 70
1839,	166,564 25	32,142 08	1850,	190,596 19	31,941 86
1840,	165,383 81	63,403 18	1851,	117,723 00	60,626 98
				\$2,661,008 05	\$762,981 30

JUNIATA DIVISION OF CANAL.

Length, 128 miles.—Cost, \$3,570,016 29.

Years.	Revenue.	Expenditures.	Years.	Revenue.	Expenditures.
1830,		\$17,322 65	1841,	\$88,178 54	\$53,660 38
1831,	\$4,492 98	53,172 43	1842,	87,838 12	88,384 93
1832,	7,205 05	31,645 48	1843,	87,768 76	58,363 16
1833,	15,331 05	34,303 84	1844,	88,649 27	53,210 10
1834,	56,169 93	35,297 61	1845,	70,379 44	63,773 50
1835,	70,078 39	41,721 51	1846,	78,007 45	52,754 13
1836,	56,862 01	33,971 45	1847,	67,312 88	59,959 36
1837,	79,486 78	46,865 25	1848,	61,164 51	224,439 36
1838,	71,327 60	38,874 09	1849,	68,793 28	94,543 86
1839,	75,140 92	41,817 53	1850,	68,000 41	93,245 95
1840,	106,327 00	111,772 30	1851,	63,484 22	93,939 99
				\$1,371,948 59	\$1,423,036 86
					337,546 33
					\$1,760,583 19

Huntingdon breach of 1838,

ALLEGHENY PORTAGE RAILWAY.

Length, 36 miles.—Cost, \$1,860,752 76.

Years.	Revenue.	Expenditures.	Years.	Revenue.	Expenditures.
1834,		\$5,481 56	1843,	\$175,475 90	\$159,919 69
1835,	\$97,739 54	98,744 17	1844,	169,603 72	208,136 55
1836,	153,171 34	132,538 07	1845,	160,212 43	189,757 36
1837,	148,523 20	158,038 42	1846,	200,342 09	130,320 83
1838,	153,069 00	148,648 41	1847,	232,586 54	160,290 02
1839,	151,330 00	141,857 24	1848,	219,142 80	220,181 23
1840,	167,265 79	267,333 06	1849,	218,469 54	205,701 83
1841,	145,434 75	133,799 27	1850,	242,520 76	329,025 25
1842,	116,349 30	120,174 93	1851,	234,532 40	341,324 75
				\$2,985,769 10	\$3,151,272 64
				-	10,044 62
					\$3,161,327 26

Damages by sparks from locomotive

WESTERN DIVISION OF CANAL.

Length, 103 miles.—Cost, \$3,096,522 30.

Years.	Revenue.	Expenditures.	Years.	Revenue.	Expenditures.
1830,	\$15,392 60	\$55,642 30	1841,	\$117,048 73	\$43,742 85
1831,	12,998 58	66,901 10	1842,	87,218 48	25,951 88
1832,	9,313 46	144,322 88	1843,	99,603 33	22,097 75
1833,	25,436 59	59,630 91	1844,	115,322 19	43,625 46
1834,	60,746 24	83,507 56	1845,	144,580 10	18,839 49
1835,	103,389 91	59,754 36	1846,	141,497 00	27,159 52
1836,	123,228 42	30,162 57	1847,	205,513 55	25,257 89
1837,	132,523 49	75,768 56	1848,	188,295 59	66,325 11
1838,	108,759 62	63,838 23	1849,	183,411 68	63,762 35
1839,	146,480 43	23,940 90	1850,	219,808 39	44,403 46
1840,	123,356 15	92,936 57	1851,	160,055 06	59,611 13
				\$2,523,979 59	\$1,197,182 83

DELAWARE DIVISON OF CANAL.

Length, 60 miles.—Cost, \$1,384,606 96.

Years.	Revenue.	Expenditures.	Years.	Revenue.	Expenditures.
1830,		\$9,365 40	1841,	\$64,974 93	\$109,338 81
1831,	\$899 43	76,524 88	1842,	73,227 67	145,493 38
1832,	8,043 19	51,714 97	1843,	109,844 98	17,504 67
1833,	44,825 14	78,354 02	1844,	114,556 44	49,043 91
1834,	57,135 46	46,048 79	1845,	111,452 32	39,951 45
1835,	56,281 37	27,492 51	1846,	164,203 27	44,019 25
1836,	57,175 31	40,629 93	1847,	164,152 84	16,187 32
1837,	90,154 77	28,096 00	1848,	180,223 00	19,538 51
1838,	72,133 22	39,781 94	1849,	202,504 58	28,053 48
1839,	98,240 43	82,410 15	1850,	200,719 17	43,264 71
1840,	111,734 71	85,758 81	1851,	256,212 52	39,143 81
				\$2,238,694 75	\$1,117,716 70

SUSQUEHANNA DIVISION OF CANAL.

Length, 41 miles.—Cost, \$897,160 52.

Years.	Revenue.	Expenditures.	Years.	Revenue.	Expenditures.
1830,		\$8,379 13	1841,	\$26,691 81	\$17,083 75
1831,	\$2,214 97	16,322 16	1842,	17,459 89	42,435 88
1832,	5,747 95	65,055 88	1843,	10,775 00	22,000 79
1833,	7,670 88	77,094 01	1844,	19,651 64	32,704 23
1834,	11,431 44	43,278 72	1845,	21,214 01	26,514 44
1835,	16,082 85	12,966 68	1846,	23,631 82	43,512 77
1836,	13,029 24	2,154 52	1847,	25,908 52	18,944 34
1837,	16,295 53	10,320 55	1848,	26,261 76	15,230 38
1838,	20,791 45	17,702 15	1849,	27,263 56	11,646 12
1839,	22,269 21	4,201 84	1850,	26,073 29	14,406 36
1840,	30,126 53	32,886 08	1851,	32,187 80	19,994 44
				\$402,779 15	\$554,835 22

NORTH BRANCH DIVISION OF CANAL.

Length, 73 miles.—Cost, \$1,598,379 35.

Years.	Revenue.	Expenditures.	Years.	Revenue.	Expenditures.
1830,		\$15,277 49	1841,	\$29,669 37	\$79,424 97
1831,		49,066 89	1842,	39,589 89	84,074 83
1832,		27,653 83	1843,	33,093 83	28,813 89
1833,	\$3,416 32	23,217 33	1844,	51,030 62	29,234 21
1834,	3,915 07	48,082 85	1845,	80,218 77	35,059 80
1835,	5,721 22	24,661 67	1846,	89,268 93	30,346 91
1836,	9,824 16	9,528 15	1847,	124,183 74	36,279 13
1837,	10,850 35	13,412 49	1848,	120,841 96	11,504 67
1838,	8,816 30	15,903 33	1849,	116,551 69	22,182 32
1839,	10,181 05	11,810 46	1850,	102,026 31	26,233 36
1840,	14,164 55	110,078 90	1851,	149,683 45	21,814 69
				\$1,003,047 58	\$753,662 17

WEST BRANCH DIVISION OF CANAL.

Length, 76 miles.—Cost, \$1,832,083 28.

Years.	Revenue.	Expenditures.	Years.	Revenue.	Expenditures.
1830,		\$2,166 15	1841,	\$24,952 01	\$57,782 08
1831,		21,269 77	1842,	16,042 84	38,662 76
1832,		25,865 95	1843,	18,518 88	33,148 49
1833,		28,115 52	1844,	29,689 06	30,767 95
1834,		30,158 47	1845,	29,477 30	15,802 38
1835,	\$5,495 65	26,000 39	1846,	45,156 21	22,761 75
1836,	3,993 02	36,115 91	1847,	43,328 51	18,988 53
1837,	4,708 07	32,443 43	1848,	38,578 36	58,827 37
1838,	9,300 00	39,198 62	1849,	43,820 25	70,247 27
1839,	12,851 53	19,833 78	1850,	42,500 19	31,672 38
1840,	28,003 39	72,928 52	1851,	52,641 92	25,713 11
				\$449,058 19	\$738,470 58

FRENCH CREEK DIVISION OF CANAL.

Length, 49 miles.—Cost, \$817,779 74.

Years.	Revenue.	Expenditures.	Years.	Revenue.	Expenditures.
1830,		\$2,060 37	1839,	\$980 78	\$4,060 15
1833,		7,912 62	1840,	645 00	16,263 45
1834,	\$335 75	17,539 12	1841,	340 00	8,382 78
1835,	883 75	19,100 18	1842,	515 52	4,585 48
1836,	388 33	30,229 28	1843,		2,591 59
1837,	1,078 81	19,065 44	1844,		795 95
1838,	555 00	10,106 66	1845,	96 73	1,218 87
				\$5,819 67	\$143,911 94

This division is composed of the French creek feeder and Franklin line. The former is vested in the Erie canal company, and the latter abandoned.

BEAVER DIVISION OF CANAL.

Length, 30 miles.—Cost, \$512,360 05.

Years.	Revenue.	Expenditures.	Years.	Revenue.	Expenditures.
1834,	\$554 91		1840,	\$3,192 08	\$49,739 67
1835,	2,220 53	\$3,193 54	1841,	6,379 20	24,872 61
1836,	504 38	32,265 02	1842,	6,579 86	12,084 04
1837,	1,783 59	28,198 87	1843,	6,076 22	10,368 59
1838,	1,201 66	11,139 35	1844,	6,535 91	27,385 27
1839,	2,032 90	7,140 93	1845,	1,251 05	3,972 11
				\$38,312 29	\$210,360 00

This division is vested in the Erie canal company.

UNFINISHED IMPROVEMENTS.

North Branch extension of canal	-	-	-	-	-	\$3,059,618 93
West Branch " "	-	-	-	-	-	353,574 78
*Erie " "	-	-	-	-	-	3,192,621 71
†Wisconisco feeder	-	-	-	-	-	393,440 71
Allegheny feeder	-	-	-	-	-	31,591 56
Gettysburg extension of railroad	-	-	-	-	-	681,684 00
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						\$7,712,531 69
						<hr/>

* Transferred to Erie canal company.

† Transferred to Wisconisco canal company.

BOARD OF CANAL COMMISSIONERS.

Years.				Amount.	Years.				Amount.
1830	-	-	-	\$3,589 88	1841	-	-	-	\$17,275 71
1831	-	-	-	4,973 96	1842	-	-	-	10,747 23
1832	-	-	-	6,000 65	1843	-	-	-	4,445 36
1833	-	-	-	5,739 87	1844	-	-	-	10,559 80
1834	-	-	-	6,076 54	1845	-	-	-	5,162 99
1835	-	-	-	6,147 79	1846	-	-	-	5,041 72
1836	-	-	-	4,075 45	1847	-	-	-	5,055 64
1837	-	-	-	10,342 83	1848	-	-	-	5,467 26
1838	-	-	-	6,362 79	1849	-	-	-	4,929 57
1839	-	-	-	2,035 61	1850	-	-	-	
1840	-	-	-	8,622 75	1851	-	-	-	8,911 93
									\$141,565 33

BOARD OF APPRAISERS OF DAMAGES.

Years.				Amount.	Years.				Amount.
1830	-	-	-	\$192 00	1837	-	-	-	\$1,286 00
1831	-	-	-	663 00	1838	-	-	-	885 00
1832	-	-	-	495 00	1839	-	-	-	1,264 93
1833	-	-	-	1,837 00	1840	-	-	-	3,650 00
1834	-	-	-	90 00	1841	-	-	-	828 00
1835	-	-	-	3,786 00	1842	-	-	-	960 00
1836	-	-	-	1,014 00	1843	-	-	-	634 00
					\$17,584 93				

RECAPITULATION.

LINES	Cost.	Revenue.	Expenditures.
Columbia & Philadelphia railway	\$4,791,548 91	\$7,483,395 53	\$5,105,058 39
Eastern division of canal -	1,737,236 97	2,661,008 05	762,981 30
Juniata " " -	3,570,016 29	1,371,948 59	1,760,583 19
Allegheny Portage railway -	1,860,752 76	2,985,769 10	3,161,327 26
Western division of canal -	3,096,522 30	2,523,979 59	1,197,182 83
<i>Main line</i> -	\$15,056,077 23	\$17,026,100 86	\$11,987,132 97
Delaware division of canal -	1,384,606 96	2,238,694 75	1,117,716 70
Susquehanna " " -	897,160 52	402,779 15	554,835 22
North Branch " " -	1,598,379 35	1,003,047 58	753,662 17
West Branch " " -	1,832,083 28	449,058 19	738,470 58
<i>Lines in operation</i> -	\$20,768,307 34	\$21,119,680 53	\$15,151,817 64
French creek division of canal	817,779 74	5,819 67	143,911 94
Beaver " " -	512,360 05	38,312 29	210,360 00
<i>Finished lines</i> -	\$22,098,447 13	\$21,163,812 49	\$15,506,089 58
Unfinished improvements -	7,712,531 69		70,782 66
Board of Canal Commissioners -	70,782 67		
Board of Appraisers -	17,584 93		
Collectors, weighmasters and lock-keepers -			1,348,384 14
Exploratory surveys -	157,731 14		
Total - - -	\$30,057,077 56	\$21,163,812 49	\$16,925,256 38

NOTE.—To the above amount of expenditures may be added \$6,400 paid for the use of patent rights; and, if it be desired to connect with those expenditures the amount paid for interest on the loans pertaining, directly or indirectly, to the public improvements, the aggregate amount of said interest, to the close of the fiscal year 1851, may be stated at \$30,735,213 32.

GUARANTIED INTEREST.

Danville and Pottsville railroad company -	\$216,693 57
Bald Eagle and Spring creek navigation company -	137,532 47
Tioga navigation company -	46,647 15
Cedorus navigation company (guarantied loan) -	6,000 00
Total - - -	\$406,873 19